LIGHTLY SKIMMING O'ER THE FROZEN STREAM

Jack Frost's Chosen Vessels Soon to Disport Themselves on the Hudson's Icy Bosom.

SHREWSBURY ALWAYS PLUCKY.

Red Bank Yachtsmen Prepared to Meet Their Up River Rivals in a Race for the Ice Yacht Challenge Pennant of America.

MAY THE BEST BOAT WIN!



yachtsmen disport them-selves, above the great Poughkeepsie Bridge, joy reigns supreme. Last Ttheir discontent, but now is their season of rejoicing. There was no ice on our big river in 1890 capable of carrying with safety the frailest of ice yachts and, besides, what

little there was present disappointed all hands because it was perpetually in motion. This season is far more propitious. In fact it is brimming over with promise of magnificent sport. And that is the reason why the worshippers of the pastime on both banks of the fir-fringed river are hugging themselves in anticipation of glorious diversion in this most exhibarating of all manly winter contests, Curlers may brag of the fascinations which at-

tend the game made famous by many a canny Scot; skaters may go into ocstasles over the delights of skimming at racing speed over the smooth surface of a frezen lake with the ice just in the pink of condition; but all these attractive ways of killing time in the frosty months of the year wane into the merest insignificance when contrasted with ice yachting as viewed by the most enthusiastic of its

I took a trip up the Hudson the other day, being carried along rapidly over the tracks of the railroad, which is almost on a level with its eastern bank. Until I reached Poughkeepsie I saw but little encouragement so far as ice yachting is concerned. But once past the railroad bridge I saw the splendid stream frozen from shore to shore and with only an insignificant covering of snow upon itsnow which the warm midday sun may melt and the risp midnight wind freeze into the most delightful surface possible for ice boating.

Poughkeepsie may be said to be remarkable for its number of ice yacht experts. From the hoariest



oldster to the downiest and most callow youngster each professes to know it all. They will talk learnedly of the various merits of the crack craft of the vicinage, and as for prophesies concerning the cold weather to come-why, they will discount the most gloomy forebodings of the oldest inhabitant who has twinges of rheumatism and fears for the

A short distance to the northward of Poughkeep s'e is situated that delightful settlement known as Hyde Park. Studding the banks of the river are the country seats of many gentlemen who delight in ica yachting. Commodoro J. A. Roosevelt, Mr. Archibald Rogers, Mr. E. P. Rogers, Mr. C. Van Loan, Mr. H. Livingston and others prominent in the pastime are to be found in the neighborhood. Here it is where the coming contests for the ice yacht challenge pennant of America are to be decided, and naturally this place is the centre of in-

POINTS ABOUT THE PENNANT.

The ice yacht challenge pennant of America is new the only recognized emblem of supremacy on the ice. It is a faded strip of red and white silk inscribed with gold letters. But never has a pennant been more gallantly fought for. It has the same significance on the Ice that the America's Cup holds on the sea. Many clubs have contended for the honor of its possession, but the North Shrews-bury has striven for it with perhaps keener emulabury has striven for it with perhaps seener emula-tion than any of the other organizations. The New Hamburg, Carthage Landing, Poughkeepsie and Hudson River clubs are sturdy rivais, and at present the pennant is held by Commodore J. A. Rosseveit, of the last named club. Originally offered for competition by the New Hamburg club, the silken pennant has changed hands several times, as the following summary of the races sailed for it will show:—

the races salied for it will show.—
1881—March 5, at New Hamburg, N. Y. Paughkeepsie
162 Yacht Club challenging New Hamburg fee Yacht
Club. Won by Phantom, of the N.H.L.Y.C. Course, 20

acht Club challenging New Hamburg hee Vacht
Won by Phenton, of the N.H.I.Y.C. Course, 20
Ilme, 57m, 14s.

- corrange, at New Hamburg, N. Y. Poughcourse, 20 let a challenging New Hamburg lee
In Amout Club challenging New Hamburg lee
In Amout Club challenging New Hamburg lee
In Course, 20 uniber Ilme, 57 minutes.

-Pabruagy S. at Poughkoopsie, N. Y. North
churg fee Yacht Gint Challenging Poughkoopsie
cht Club. Won by Hazo, P.I.Y.C. Course. 20
Ilme, th. 2m, 39s.

-Pabruagy 4, at Poughkoopsie, N. T. New Hamch (ach) Club challenging Poughkoopsie lee
Club. Won by Hazo, P.I.Y.C. Course, 20
Ilme, Mon by Hazo, P.I.Y.C. Course, 20
Ilme, 10s.

Relevant 18s. at New Hamburg N. Y. Factor

duranty 14, at Poughkeapsie, N. Y. Hudson Yacht Club challenging Poughkeapsie Ico b. Won by Jack Frost, H.R.I.Y.C. Course, 18 is Time, Sam. 40m.

S. Time, Sam. 40m.

S. Airch S. at Hyde Park, N. Y. North Shrowshury
Yacht Chu challonging Hudson River lee Yacht

Mon by lotele, H.K.I.Y.C. Course, 12 miles.

A flow 50%. m. 50s. obrnavy 25. at Hydo Park, N. Y. North Shrews-s Yacht Club challonging Hudson River Ico ub. Won by Icicle, M.R., Y.C. Course, 18 miles.

onry les Yacht chis challenging Hudsen River les Yacht Chis. Won by leicle, R.R.I.Y.C. Course, 15 miles. Time, 54 m. 18.

The penmant is held under the conditions made in 1853 by the New Hamburg club, and all the races have been satisat with the conditions unchanged. In fact these conditions cannot legally be altered, sithough they have given rise to bitter discussion and even blokering.

SOME INFAVORABLE CONDITIONS.

The principal bone of contention is that the club holding the pennant can if it so chooses defend it with its whole flost. In answer to this it may be said that the challenging club may also enter its entire fleet, but, of course, the expense of transporting a fleet of boats say from Red Bank to Prughtscepsis would attainable have a prohibitory tendency. Thus in 1883 the Poughtscepsis fee Yacht Club sent four boats only to New Hamburg and won the bennant with the Avalanche.

The Hudson River club is willing to make any concessions in its power to keep up the interest in the sport. Thus at its last meeting a proposition was carried that the owners of the smaller craft though he asked not to onter their beats in the race for the pennant. It has long been a contention on the part of the North Shrewsbury club that the clubs on the Hudson hold them at a disadvantage.

For instance, it is claimed that the Soud, which is a beavy yacht, is handicapped in light weather by laying to sail against boats of lighter construction. It is the old story of the America and the America's Cup. The famous schooner beat the British Reet, and the Eggd must come in ahead of a number of the Hudson River beats to capture on he is the old story of the America and the critish fleet, and the world must come in ahead of number of the Hudson River boats to capture to pennant. In 1883 she had to sail against thiren boats. Her owner Captain James R. Weaver,

is every inch a sportsman. He has never complianed of the conditions and has ever been easer to declare that he has mot with nothing but fair play from his brother sports on the Hudson. There is no doubt that he will once more order the lists just as moun as the ice is in condition for racing for the soon as the lice is in condition for the condition f

type has its good points, and perhaps neither has yet been fully developed.

BUILDER BUCKHOUT, DESIGNER OF UE SKIMMERS.

The architect of the ice skimmers by whom all the Hudson River men swear is Mr. Buckhout, St., of Poughkeepsie, whose shop is close by the river, about half a mile south of the bridge. He has built more ice yachts than anybody else, and so long as his health permitted was one of the best sallers of racing fee yachts. He is not enjoying the best of health at present, but his son attends to the business in fine shape. When I saw him he had just completed a handsome craft for Mr. Charles Sands, of New Hamburg. Her length over all is 35 feet 6 inches, her beam 20 feet, her length from runner plank to rudder post 10 feet 6 inches, she carries 445 feet of canvas. Like all the other racing craft of her ilk, the centre timber and runner plank are built of basswood, which is light, st. oug and elastic. Her runners are of oak and her spars of spruce. Mr. Buckhout is putting into commission the Esquimau, owned by Mr. J. L. Breeze. He is also rebuilding Mr. Thomas Newbold's boat, and from all accounts she is likely to prove a fiyer.

The new type of racing craft differs in many points from the old type craft. The mast is stepped



COMMODORE J. A. ROOSEVELT'S BOAT HOUSE.

further forward from the runner plank, which gives the boat a tendency to do better windward work. The craft has more backbone, so to speak, more rigidity, the weights better balanced and other advantages which the old time craft never knew. Of course there was plenty of fun in the ancient type of cruising boat, but all the elements have been changed. The old yacht was an exact prototype of the old fashioned sleigh. There was a gratuitons plenty of room for love making, but little space for racing.

The MAN THAT ORIGINATED THE RACING BOAT.
The originator of the racing machine was Mr. Scott, of Athens, N. Y. He was the first to do sway with the side ralls and the other impediments which added weight without strength to the hull of the boat. Mr. Soott was the first man who made a racing yacht possible, but Mr. Buckhout is the man who brought it to its present degree of perfection.

man who brought to its present degree of perfection.

The clumsy cruising craft of fifteen years ago, which in main elements had little to recommend them, except the capacity of their cocknits, have dwindled into nothing. The racing machine, with its fine lines, has superseded all this. In the olden time, when I was much younger than I am now, I used to take my girl out for a sort of a "straw ride" in my lee yeelt. There was ample room for all the delights of firting, while there was no danger of capacing, the craft being awfully heavy so far as her frame was concerned and most awfully underrigged as to the capacity of her spars.

spars,

PERSONAL NOTES AND GOSSIP.

Commodore J. A. Roosevelt, of the Hudson River
Ice Yacht Club, has been identified with the sport
for many years. His big boat Icicle won the challenge pennant in 1885 from Mr. Archibald Rogers'
Jack Frost. In 1889 she was once more victorious,
defeating by only one second Mr. Woodbury Kane's
Reindeer.

Reinder.

Dr. J. C. Barron, the vice president, owns the



won the pennant, the Dreadnaught being a good second. The Red Bauk boat would have won if she had had as good a start as the Haze.

During the fail of 1886 the now famous Scud, owned by James B. Weaver, came into existence. In all the races saled at Red Bank during the early part of that winter the Scud easily won. She was sent to Poughkeepale to try conclusions with the yachts there. The ice was poor, and it was decided to sail at New Hamburg. The Dreadnaught also entered the race. The wind was light and the Scud withdrew. The race was won by the Northern Light, the Dreadnaught being a close second.

ADVANCE OF THE SPORT.

The next winter the sail area of the Scud was increased. The same winter the Hudson River club was organized and the Scud was entered as a Poughkeepsic yacht in a race against that ciub. A Hudson River club yacht captured the streamer. In the season of '87 the Scud sailed with jib and mansail, the lateen rig having been found unsatisfactory. During the winter the Scud sailed against the Hudson River club and came in second, the leicle being the winner.

The championship race in the winter of 1888 was the closest and most exciting ever sailed by the Shrewsbury yachtsmen. The Scud, although she came in fourth, was in the lead three different times, and was second when about a half mile from the goal. The Reindeer was then leading. The loicle, which was the seventh yach, got a nice flaw of wind, skimmed past the Hyers and finished first. There were no races last year.

The Scud is now at Orange Lake, where she was taken last week. She will be pitted against the Orange Lake club in the contest for the Van Nostrand challenge cup and will then race against the Hudson River club for the championship pennant.

JONES' ELEVATED SMOKE,

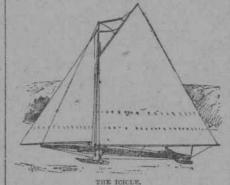
The other night a man who lives in Yorkville and is therefore named Jones, and who often rides to Harlem, climbed to the "L" station at Eighty-fourth street and Third avenue. He had dired and was smoking. Not being hurried for time, he resolved to rest awhile on the bench outside the waiting room, for boarding a train meant giving waiting room, for boarding a train meant giving up his smoke. So he sat and pulled and puffed and looked to be very popular with himself.

A train pulled in; great crowds alight here. A fellow with a demijohn in one hand and with the other concealed in his coat pocket spied the lighted cigar and started madly for it, as though fearing it might disappear down the smoker's throat before he reached him. Pulling out a two inch remnant of the genus 'undertaker's hope." He requested in Teutonic dialect a "lide."

Our friend weighed his man, but did not demur. He was one of those good poople who have to be unfrozen, being one of our most skilful yacht.



moments ineffectually, to such comments from the crowd as "Get a horse and dray to holp you pull it!" (Get a horse and dray to holp you pull it!" (Try some lymph for your lungs, Dutchy!" and "Try some lymph for your lungs, Dutchy!" and "How far down is the gun?" (Get a horse and the ariel. The Jack Frost is perhaps the largest loe yacht in the world. Her aimenaions are as follows:—Longth over all 53 feet; length from rudder post to runner plank, 27 feet; beam, 28 feet, and sall area, 311 feet. She was built by Mr. Buckhout and has never yet been on the ice. Mr. Rogers, like Dr. Barron, is



also a yachting enthusiast, his smart seventy foot cutter Redcuin having won many prizes, including the Goelet Cup for sloops, off Newport in 1884.

Mr. Woodbury Kane is also at home on both kinds of yachts. During the last race for the pennant he astonished everybody by his skifful handling of the Reindeer. He delights in sailing his little Burgess cutter Bantam off Newport in the summer, and in the winter when the tee is in con-

moments ineffectually, to such comments from the crowd as

"Get a horse and dray to help you pull it!"

"Try some lymph for your lungs, Dutchy!" and
"How far down is the gun!"

He returned the clear.

With a half suspicion, haif belief, that some one had spilled vinegar all over him, the citizen resumed his reverie. Another train had by this time arrived, and with what seemed a preconcerted dive three men made at him.

First under the wire was a small boy with a cigarette who requested with airy nonchalance, "A bit of yer fire, boss!" while the others fell in behind, or the "Line forms on this side" principle.

This was becoming interesting indeed, and the smaker resolved to see it out if his cigar could atand it.

smoker resolved to see it out if his eigar could at and it.

Last in this trio was a coal shoveller, with, of course, a clay pipe stunted as to stem. We all live up 40 fashion, and the coal sh vellor without a broken clay pipe would surely not be in it. This one knew his business, however, and his cutty was split to the inch. Jamming the roina down its bowl he puffed till the red saone through the black on his face, causing him to revemble, from his intensity of expression, a Satan overworked, and bringing back to the watcher's nind visions of Willard raking free in the "Middleman,"

With a graceful bow he returned the now wrecked original, forgetting in his politeness his shovel, which, poised the while on his shoulder, slipped its moorings, and dropped kerflap on our friend's high hat.

This called forth apologies galors, which were received supincip, helplessly, as from one contended to death, and who doesn't care how soon the reaper comes.

Gathering himself together the gentlaman of

IN SOUTHERN WATERS.

Description of the "Inside" Route from New York Bay to Fernandina, Fla.

TOMMY AND BILLY.

years before that time and a permanent ice yacht | Plenty of Sport and Delicacies That Can Be Snapped up for a Song.

> My friend H-, of Newport, had asked me to go to Florida with him on his steam yacht, the Danntless. The cruise, he informed me in his letter of invitation, would be almost entirely "inside"-that is, over the great chain of inland waters running parallel with the coast from New York to Fernandina, Fla. He expected to spend about a month on the trip. The cabin of his yacht would conveniently accommodate but one guest for a long voyage, and it would give him pleasure if I would be that one on this occasion.

The offer certainly was tempting. I had never before had such an opportunity to study the country, and it would be my first experience of a long cruise on a steam yacht. Fortunately business was dull, so that I could conscientlously leave it for four or five weeks. I decided to go, and at once wrote H--, accepting and inquiring about the outfit with which I ought to provide myself.

It was now late in November. H--- wished to sail from Newport in ton days, picking me up in New York en route. He replied to my inquiries promptly. "Pack your oldest clothes in a regulation steamer trunk; prepare for all kinds of weather and be sure to take along a pair of rubber seled shoes. Den't bother about shooting irons. I have a whole arsonal aboard.'

I followed his instructions to a "T," adding however to the contents of my trunk a presentable suit or two to be worn ashore.

At the end of the week I received a second letter, notifying me that the Dauntless would sail from Newport early the next morning and probably would arrive at an anchorage off Staten Island the following noon; H--- would telegraph me from there. I hurried to complete a few last arrange ments at the office, baid a number of duty calls and on the appointed day was ready to embark at a moment's notice.

Within an hour of the receipt of the expected message I was at Staten Island bailing the little steamer as she lay quietly at anchor, half a mile from the shore.

"Dauntless, aboy! Dauntless, a hoy, ahoy!" TWO HEADS.

In a minute two heads appeared simultaneously above the deck, one from the cabin and one from the forecastle hatchway. Both looked shoreward and apparently both at the same minute discovered me. Alongside the head protruding from the cabin appeared an arm which wared a welcome to me. The other head popped out of its hatch, followed by the hodies of two men dressed in regulation the yacht's gig lazily swung in the tide. Drawing in the boat they cast off, jumped in and drew it up



GOOD DAY, SIR. to the gangway that hung over the starboard side

of the yacht. The other head in the meantime had disappeared. Presently from the cabin came a man whose figure I recognized as that of my friend. He descended into the waiting boat and seated himself in the stern. The natty sailors seized the oars, raised them to an upright position, dropped them into the carlocks and "gave way" with the precision of a man-o'-wars man. In a few minutes the boat was close to the wharf on which I awaited it. Then came the order, "Way 'nough!" The oars were jerked out of the locks and an oarsman stood ready with a boathook to fend off and prevent the glossy craft from receiving so much as a scratch from the barnacie covered posts of the landing place. Presently from the cabin came a man whose figure

A hearty handshake from my friend, a slippery scramble down a flight of slimy steps, a moment's wait while the esilor transferred my traps from the wharf to the gig, and we were off on the return to the yacht.

A hearty handshake from my friend, a silippety is crambic down a fight of simpy steps, a moment is the wharf to the gig, and we were off on the return to they said.

The manufacture of the gig, and we were off on the return to they said.

The manufacture of the said of the contract to several vaint of the harbor, the bauntless looked like a protty toy. To a landshibted like myself there was row, white built that seemed hardy's foot out of the harbor, the bauntless looked like a protty toy. To a landshibted like myself there was row, white built that seemed hardy's foot out of the water and looked like a shingle on edge, or in the too delicate masts, with their almost invisible to the water. It—assured me that she was an excellent sea were likely to meet on this voyage, admitting to the provent of the water. It—assured me that she was an excellent sea were likely to meet on this voyage, Admitting was anystery to me how all the room necessary for the living quarters fore and at, the engine, boliers, coal buskers, &c., was accured, was anystery to me how all the room necessary for the living quarters fore and at, the engine, boliers, coal buskers, &c., was accured, when the solution of this voyage, Admitting with an il 16 of beam and crising draught of feet? luches. The deck was flash, nothing but the solution of the engine as to where and how five me and their belonging, and all the solution of the engine as to where and arrange my things to suit myself. Cantiously I backed my way down. At the bottom I was almy room, bardy large enough for two men and arrange my things to suit myself. Cantiously I backed my way down. At the bottom I was a first beautiful to the companion was a difficult of the companion was a difficult of the companion was a first beautiful to the companion of the companion of

vited me to inspect his culinary arrangements, and such a kitchen! A mere slit of a closet, crowded in between the engine room and the cabin, the width of the boat in length and not more than two feet wide. At one end was an oil stove about twenty inches a mare. This rested on a cupboard which, with at ny leechest, answered for a kitchen closet. From two rows of nails on the walls hung a shining array of brass pots and pans.

Tommin and the galley seemed built for each other, and I am sure there existed between them a congenial spirit which enabled each to get the best out of the other, for to this day my mouth waters at the bare thought of the delectable products of their joint efforts.

Having changed my shore clothes for a flannel shift, a pair of pleblan trousers, a thick refer and rubber soled shoes, I went on deck and continued the investigations which thus far had been so fall of interest.

Having changes one orders to the engineer,

rubber soled shoes, I went on deck and continued the investigations which thus far had been so full of interest.

H— was giving some orders to the engineer, so I proceeded to look about for myself.

The cabin trunk opened into a roomy cockpit, under the sesses of which were lashed oilcans, boxes and a number of folding chairs. Amidships, securely lashed, was a small brass cannon on a four whoeled carriage. The engine room was a model of scace commay. Like the galley, it seemed built with special reference to its chief, for "Billy," the engineer, was surely the only man who could have worked in such restricted quarters. Billy was considerably less than five feet over all. Next came the pilot house, pierced by the foremast and squatted in firmly between the gunwales. Forward of the pilothouse were two hatchways leading respectively to a tiny stateroom occupied by Billy and Tommie, and to the equally diminutive forecastic where Harry reigned supreme.

In addition to the gig already mentioned, the yacht carried a "ducker"—a cance-like ocdar boat—and a comical little tub technically known as a "dings." The ducker hung at the port dayits, while the dingy was deposited, overturned, on the deek between the smokestack and the pilot house, where it was firmly wedged.

So much for a superficial description of the Dauntless and its cruising outfit. The entire ship's company consisted of the owner and captain, the three fine already mentioned and myself. At Philadelphia we were to be joined by a pilot, who for five dollars a day and cabin fare was to take the Dauntless the rest of the way to Florida.

Everything was ready for a five o'clock start the



five, then "trip" anchor and get under way; breakfast at eight, dinner at one, suppor at six and lights out at nine. The days runs were to depend upon conditions of weather and locality. An average speed of ten knots was the order given to Billy, although the engine was easily capable of fourteen.

so that the two will stand upon the floor thus:

The rost of the afternoon I spent in the steam
the the stand that the store of the afternoon I spent in the steam
the the stand that the store of the afternoon I spent in the steam
the the stand that the store of the afternoon I spent in the steam
the the stand to that thing with H— and smoking one
of his delicious cigars, which, he said, were specially made for him he was the comppallo that the two will stand upon the floor thus:

The rost of the afternoon I spent in the steam
the the stand to the course of his movements I was shown an
other recourse of the cabin. The steps of the compallo may were movable, and behind them, in
what at first sight appeared to be a feed wall, was
a deep icachest containing a four days supply of
meats, butter, milk and eggs. The uphoistorers
seats turned out to be covers to lockers filled to
waste and Apollmaris, organs, jars of jam and other
rood things.

It was only eight o'clock when H— proposed
that we "turn in." We had been pacing the deck
for nalf an hour, assisting the digestion of a sumptuous suppor. Early as it was I felt thoroughly
slicepy and readily assented to his suggestion.
Moreover, I was curious to see how we were going
to be "bunked" for the night. Tony astonishment,
on entering the cabin I was confronted by two
commodions berths stretching across nearly the
intain I saw that they were suspended from either
side of the cabin. They opened like the
upper borths of a sleeping car, thus making snug
beds for any man under seven test.

The run was not particularly interesting, much of
it being canal work through Jersey, the choregraphy of which celebrated State beaats of but scalar
attractions in the early winter season.

A day was spent in port at the Quaker City. Here
Piol M—— of Notolk. "A. ... came aboard and
water from Maine to Florids, and hore the reputation of knowing every foot and fathom of the
entire distance.

From Philadelphia our course lay down the Delaware River up the C. and D. Canal, thro

Bay.
Here anchor was dropped early in the afternoon.

AT NORFOLE.

Six days out from New York the Dauntless steamed into the busy harbor of Norfolk and tied up at a coaling dock. A sorry buffeting the brave little vessel had received from a stiff "sou"caster" all the way down the Chempeake, which had given her a decidedly unkempt appearance that would require at least one hard day's work from Harry to remove.

We lay at Norfolk another two days. Harry and I put in the time to good purpose, tramping and driving about the quaint city. Norfolk is the first of the cities on this line of travel from the North whose buildings and people have a distinct Southern aspect. Here, too, one seems first to notice a marked change in the climate and the vegetation. It was now nearing Christmas, and yet the air was soft and warm, and the trees and the grass showed to the careless observer but few signs of the advancing geason.

soft and warm, and the trees and the grass showed to the careless observer but few signs of the advancing season.

Bright and early on the morning of the ninth day of the cruise we shook the coal dust of Norfolk ifom our hawsers and steamed rapidly up the Elizabeth River, passing the famous old navy yard where the grim carcases of long superannuated sea dogs, whose heroic deeds are emblazoned in latters or blood on the navy's records, lay unhone, et al. and the contrast to several vainglorious youngsters of the latest breed of warships, close by, glittering with a pomp of white and brass, and displaying vauntingly a formidable array of dangerous looking but untried fangs.

Our course now lay through picturesque canals and rivers to Currituck Sound—the first of that wonderful chain of inland seas which to vessels of not over air foot draft affords a protected waterway from the Chesapeake to Florida waters, with the exception of a break of about three hundred miles between Cane Lookout and Charleston.

From here on our days' runs averaged between seventy and eighty miles. By this time life aboard the yacht had acquired the regularity of clockwork. Lach man of the crew had set duits to perform at certain hours. H—spent most of the daysine in the pilot house and I luxuriated in the fresh air life, ate, drank, slept, read Lovels and marvellously increased in girth and weight.

At the antiquated little town of Beautort, in

PARLOR GAMES FOR JOLLY BOYS.

Lots of Fun That May Be Had, with Little Cost for Machinery or Toys.

PLAY FOR BRAWN AND BRAIN

J. McDonald Oxley Shows How Any Good Humored Lads Can Drive Away Dull Care.

article on games for boys I will have nothing to say about games which are done up in boxes and their own directions and need no other descrip-

Boys of course can always organize shooting matches and competitions, laying down such rules and conditions as they see fit, using the pistol that is made for the vacuum tip arrow with suitable targets.

Another interesting game is that of darts. For this a much larger target is required. The size should be two feet square at least, and the material soft white pine, upon which a paper face, marked with the necessary circles, may be secured with thumb tacks. The darts are simply small arrows pointed with fine beads and duly feathered so as to carry straight. The firing distance is, of course, regulated according to the strength and skill of the players.

Each player throws three darts and a tally is kept of the points scored. By choosing sides and trying to do one's best very exciting contests may

Parlor quoits is of a somewhat similar nature and not less interesting.

Get a woodturner to prepare half a dozen rings of good ash the size and shape of old fashioned curtain rings, also two affairs of the same material precisely like exaggerated candiesticss with the candles sharpened to a point. Cover the rings with finnel or baize so that they won't make too much noise banging against each other, and your equipment is complete. Place the "candlesticks" as far apart as you choose, and then pitch the rings exactly as you would ordinary quoits, using four or

six, according to your fancy, and scoring by "ringers" and by the rings nearest the sticks.

CAME OF HEADRACE.

Probably the most of my readers have seen the game of beanbags, but in case some have not, f will briefly describe it. Take a beard three feet long by ten inches wide, hinge to one end a piece one foot in length and secure it by hooks and eyes so that the two will stand upon the floor thus:—



with the muscles. I will now describe some in which the mind is brought into play.

First of all the stage coach. The players seat themselves in a circle. That one of them who is the best hand at making up a story is chosen to be driver. If none of the boys feel equal to the position a grown person may fill it. Then to each boy is given the name of something in connection with a stage coach or the harness—such, as pole whilled tree, thorough brace, trace, collar, reins, do. Every player having received a name, the driver takes his stand where the whole circle is under his eve and proceeds to relate a thrilling narrative of the adventure of a coach on a rough and mundy road in the dead of night, which should be simply a harrowing record of disaster. Whenever the words pole, whintetree, collar or reins come in the players bearing those names must apring from their seats, turn completely round and sit down again. Whenever the word stage coach is mentioned all the players must jump up, turn around and then exchange seats. The failure to do this promptly in either case entails a forfeit, and when the story is ended the forfeits are to be deait with in the time nonored manner.

"THE ORCHESTRA."

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"THE ORCHESTRA."

Very similar, but rather more amusing, is the orchestra. The players seat themselves as before and the driver lays aside his whip for the conductor's baton, while the others choose musical instruments upon which to perform in pantomime, one takes the violin, another the trembone, a third the jewsharp, a fourth the finte, a fifth the drum, and so on.

One takes the violin, another the frombone, a third the jewsharp, a fourth the flute, a fifth the draw, and so on.

The conductor then starts some simple, lively, familiar tune, like "Yankee Deodle," or "Comin' Thro' the Rye," humming it as lendly as possible, and beating time vigorously, all the others loining in, and imitating to the best of their ability the motions of musicians performing upon the instruments they have selected.

As soon as the music is well under way the conductor, without any warning, proceeds to imitate one of the performers in his band. The instant he does so the one thus imitated must assume the baton, dropping it again as soon as the conductor resumes it. If he fails to do this the music is stopped, the delinquent pointed out to the others, and made to pay a forfeit, or penalized, or any other way that may seem expedient.

Then the conductor strikes up again, and so the game goes on. There is any amount of noise and fon in it when played with spirit.

The outstoness of the contraction of the conductor and the strikes up again, and so the game goes on.

"GEOGRAPHY."
Two quieter games are geography and person and Two quieter games are geography and person abothing.

For the first each player must be provided with pencil and paper. Then the object is to see whe can write down the sargest number of names of rivers, lakes, mountains and other geographical leatures of the world beginning with a certain specified letter, as M or S or P, within five minutes. History or literature might be similarly treated, where the company is mainly composed of adults. This game may be made very interesting and instructive.

FOR MIND AND MUSCLES.

This game may be made very interesting and instructive.

A very bright game which exercises both mind and muscles bears the odd name of "Jenkins down, Jenkins up." For this six players are required, though later more may take part. Sides are chosen, each side having a captain.

The players then seat themselves at opposite sides of a table, which should be covered with a cloth. The captain sits in the middle of his side. Somebody produces a coin, a quarter of a dollar or a cent will do. The captains thus up for the privilege of beginning. The winner takes the coin and the loser cries "Jenkins up," whereupon all of his opponents hold their hands up with pains turned toward him. "Jenkins down," he orders, and at once all the hands are dropped under the table, and the captain passes the coin about until the other captain calls "Jenkins up," and immediately every hand must be placed upon the table outspread with back up.

Now the coin is hidden under one of these extended hands and the game is for the other captain to locate it. He only may call, but his side acks as an advisory contuitee. One after another he touches the hands that he thinks hide no coin and they are at once turned up. So he goes on until either he narrows it down to the hand that has the coin or, as more often happens, touches a hand that holds it, when at once he lesses his call and the game begins as before.

that holds it, when at once he losses his call and the game begins as hefore.

Instead of calling up the hands one by one the capitals may call up all but one or two, and then if the coin has not been revealed he has either found it or has only one more guess. When he does sue coed in finding it he takes it over to his side and the other capitain has the calling up, the coin then going from side to side until the players have had enough of the game.

J. McDONALD OXLEY